

**DRAFT STAC Meeting Minutes
April 15, 2011**

Location: CDOT Headquarters Auditorium
Date/Time: April 15, 2011 9:00 a.m. – 12:00 p.m.
Chairman: Vince Rogalski
Attendance: Sign-in sheets were distributed to note attendance at the meeting.

Agenda Items/Presenters/ Affiliations	Presentation Highlights	Actions
Introductions	<i>Everyone in the room gave self-introductions.</i>	No action taken
March Meeting Minutes	<i>March minutes were approved.</i>	Minutes approved
Don Hunt Introduction	In his first STAC meeting since he took over his job about two months ago, the new executive director of CDOT discussed: <ul style="list-style-type: none"> • State and federal funding limitations on CDOT • Governor John Hickenlooper’s call for “efficient, effective and elegant” service • The hiring of a Director of Process Improvement to improve contracting and other processes at CDOT 	No action taken
Transportation Commission (TC) Report – Vince Rogalski	The TC items in March included: <ul style="list-style-type: none"> • A report from the Transit and Intermodal Committee about the rail plan, connectivity study, and FASTER transit. The TC also heard that the FREX bus line between Colorado Springs and Denver is beginning to sell ads on its buses, and that fare revenue now pays for 35 percent of operating costs. • A report on the visioning effort for the twin tunnels on I-70 between Idaho Springs and Floyd Hill. • Discussion of a plan to optimize SH 82 • A report that Bridge Enterprise is moving along on its \$300 million bonding program • Notice that no gaming funds will be in the budget for FY 2011 	No action taken

<p>Federal & State Legislative Update- Herman Stockinger and Mickey Ferrell</p>	<p>Federal Update (Mickey Ferrell) – The canceling of the New Jersey Amtrak tunnel returned \$2.5 billion to the federal treasury.</p> <p>On the FY 2011 rescissions, Mickey said highways had \$860 million worth of unspent earmarks that go back to before 1998, which will have no budgetary impact on CDOT because it has done a pretty good job of spending the earmarks. The effect of the nationwide \$2.5 billion rescission is about \$30 million to Colorado, which he said shouldn't have any real impact since it will mostly capture unobligated balances.</p> <p>The U.S. House of Representatives will adopt the FY 12 budget, which probably will result in a 33 percent funding reduction in transportation. The House Appropriations Committee will get the framework for the budget, but the Senate hasn't drafted a budget resolution yet.</p> <p>State Update (Herman Stockinger) – Reporting for Melissa Nelson, Herman said CDOT had no real cuts in funding this legislative session.</p>	<p>No action taken</p>
<p>Draft 2012 Budget Update – Laurie Freedle</p>	<p>CFO Ben Stein introduced Laurie Freedle as the new Manager of the Office of Financial Management and Budget (OFMB). The Transportation Commission (TC) will be asked this month to confirm the allocation of \$13.4 million in funds (available due to a reduction in operations) for surface treatment.</p> <p>Wayne Williams: Will any of the \$13.4 million go for the Strategic Projects?</p> <p>Laurie Freedle: No</p> <p><i>Handouts:</i></p> <ul style="list-style-type: none"> • <i>Draft FY 2012 Budget Comparison, April 21, 2011</i> • <i>Draft FY 2012 Revenue Comparison, April 21, 2011</i> 	<p>Action: STAC recommended approval of the FY 12 budget, including \$13.4 million for surface treatment, with Wayne Williams casting the sole opposing vote.</p>
<p>Bridge Enterprise update – Pam Hutton</p>	<p>Before the presentation, Vince Rogalski said he is frequently asked what CDOT is doing with the additional vehicle registration fee money. He therefore asked for the presentation to give STAC members information with which to answer</p>	<p>No action taken</p>

	<p>citizen questions.</p> <p>During the overview of a Bridge Enterprise report presented to the TC in March, the following points were made:</p> <ul style="list-style-type: none"> • The current \$300 million bond program addresses 61 structures, with 47 structures fully funded from preconstruction through construction and 14 structures funded for preconstruction activities only. About 75 percent of the bond dollars are projected to be committed at fixed construction prices in the first 18 months of the bond program. • To date, 26 bridges have been completed, 22 are in construction, five are designed, 43 are being designed, and 29 are remaining. Three bridges in Region 6 are not yet in the program. • In April 2009, CDOT counted 128 bridges in poor condition; in April 2010, 11 were added to the list, and in April 2011, 15 were added. Eight structures will be transferred to Bridge Enterprise in April. • By far the largest bridge is the I-70 viaduct east of I-25. Cost for the reconstruction alone ranges from \$700-\$900 million depending on whether the alignment goes north or south of the current highway. • Bridge Enterprise needs to set aside money for the viaduct. Additional funding sources could include managed lane fees, \$167 million a year after 2017 when the current transportation bonds that paid for the 28 strategic projects are paid off, FASTER safety funds, and possible public-private partnerships. • I-70 viaduct costs don't consider the entire I-70 Environmental Impact Study (EIS) recommendations from I-25 to Tower Road. • The overall Bridge Enterprise so far has included two phases: demonstrate immediate progress (Phase I) and get ready to issue the bonds, June through December 2010 (Phase II). Bonds were issued in January 2011. • The third phase, the strategic program approach, is to have a prioritization plan, contract delivery, and new policies, processes and procedures. • One of the policies is if a bridge needs replacing, it is transferred to Bridge Enterprise; if it simply needs repairing, it may not be. • To deliver the projects, Bridge Enterprise would like to expand the use of design/build expertise within CDOT; expand use of Construction Management/General Contracting (CM/GC); and empower the Innovative 	
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	<p>Contracting and Advisory Committee to champion innovation and limited risk taking, as well as review delivery method selection with Region staffs.</p> <ul style="list-style-type: none">• Initiatives include combining large and medium sized projects of \$20-\$50 million each to obtain economies of scale; allowing the Chief Engineer to budget adjustments of 15 percent similar to other programs; pursuing programmatic agreements and clearances; and investigating usage of Rolling-Controlled Owners Insurance program.• Information on Bridge Enterprise can be found at www.coloradodot.info/about/bridge-enterprise. <p>DeWayne Findley commented that unless the contracts are carefully written, CM/GC projects tend to have escalating costs.</p> <p>Peter Runyon asked if CDOT has additional bonding capacity for more bridge work. Ben Stein replied that once projects are completed, more will be added as they are identified and as more bonding capacity is obtained.</p> <p>Cliff Davidson, Wayne Williams, Barbara Kirkmeyer, and Diane Mitsch Bush all asked CDOT to provide more information to the general public on what is happening with the bridge program. Ideas proposed included posters for county courthouses (particularly for County Clerk and Records offices), with links to the Bridge Enterprise website shown; more publicity on the updated Bridge Enterprise website; Facebook; and development of interactive maps that would allow users to click on specific locations for more information. Don Hunt agreed that posters and other publicity with links to the Bridge Enterprise would be appropriate.</p> <p><i>Handout: Printed slides of PowerPoint, "Overview March CBE Board Workshop & Regular Meetings, Statewide Transportation Advisory Committee April 2011, Colorado Bridge Enterprise, 4/15/2011"</i></p>	
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<p>Approved FY 11 Safe Routes to Schools (SRTS) List and Resolution – Marissa Robinson</p>	<p>CDOT received 52 applications for a total of \$6.4 million, far more than the \$2.48 million potentially available. Thirty percent of the funds are to go for education and encouragement strategies, which are two key elements of the SRTS program, while the rest of the funds are to be awarded to infrastructure projects. Of the \$2.48 million that the TC approved in March, \$1,605,450 is for the "A" list, which is for the money believed to be available at the time projects were prioritized; and \$877,495 is for the "B" list, additional money that CDOT thinks may become available. CDOT expects to be able to fund both "A" and "B" list projects this year.</p> <p>Will Toor asked about the criteria used in project selection. Marissa said a link would be sent via email to STAC members. That link describes the criteria that the advisory committee used in selecting projects.</p> <p>Steve Rudy asked if it might be more efficient if CDOT selected SRTS projects once every two years. Craig Casper recalled that was done for 2005-2006, when the program was just getting started. Sandi Kohrs said methods of streamlining processes would be considered.</p> <p>Peter Runyon asked if there's any weighting done for geographic reasons. He was directed to the place in the handout where it says that according to federal statute, SRTS projects must be allocated in proportion to the geographic distribution of the K-8 student population. For Colorado, this equates to allocating 77 percent of the funds to urban areas and 23 percent to rural areas based upon 2005-2007 American Community Survey data.</p> <p><i>Handout: FY 11 Safe Routes to Schools</i></p>	<p>No action taken</p>
<p>I-70 Update on Twin Tunnel Visioning Effort – Tony DeVito</p>	<p>The twin tunnels between Idaho Springs and Floyd Hill act as pinch points between the Front Range and Eisenhower Tunnel. Highway curves and the tunnels themselves cause traffic to slow down. In the five years from January 2006 through March 2011, the twin tunnel area saw 530 accidents, most in the eastbound lanes. During the presentation, the recommendations of the team of stakeholders and technical experts that met the week of Feb. 21 were reviewed. The team selected Concept Package 2, which calls for widening the eastbound tunnel and fixing the 45 mph eastbound curve, at a preliminary cost</p>	

	<p>of \$55 million. Tony DeVito said CDOT probably also needs to look at improving the westbound traffic lanes as well. If the money were available, making the Concept Package 2 improvements would take about 18 months. The required Section 4(f) process and environmental clearances will also likely require 18 months. The federal Section 4(f) process is to document historical structures such as the twin tunnels.</p> <p><i>Additional information:</i> http://i70mtncorridorcss.com/docs/aesthetics/Tunnel%20Visioning%202013%20A%20Design%20Workshop%20for%20the%20Twin%20Tunnels.pdf</p>	
<p>Transit and Rail Advisory Committee (TRAC) Update – Mark Imhoff</p>	<p>Reporting for Todd Hollenbeck, Mark said that the TRAC on April 8 talked about the STAC, CDOT policies and procedures and budgeting, the Transportation Commission and the Transit and Intermodal Committee and how they all relate to the TRAC. They also discussed how to position transit agencies and CDOT for grant opportunities should they become available.</p>	<p>No action taken</p>
<p>Division of Transit and Rail (DTR) Update – Mark Imhoff</p>	<p>DTR has a new grant coordinator who started work on April 1 and a second coordinator is starting soon. In addition, a new program assistant, Robin Foote, has been hired to help Mark with administrative matters. He suggested the STAC hear presentations from Wendy Wallach on the connectivity study and from Tom Mauser on the statewide transit plan at the June meeting. The steering committee for the state rail plan met April 13.</p> <p>Tom Mauser presented a brief PowerPoint on the various Notices of Funding Availability (NOFA) for Sections 5311, 5310, 5316, 5317, 5304, and 5309 Federal Transit Administration programs. The Colorado Association of Transit Agencies (CASTA) and CDOT are getting prepared for the application process and will be asking the TRAC for advice on the criteria that should be used in selecting the projects.</p> <p>Diane Mitsch Bush suggested the local coordinating councils formed around the state to coordinate human services and transit agencies should be strongly encouraged to get in touch with their Transportation Planning Regions (TPRs) on the NOFAs and other matters. In some parts of the state, the local</p>	<p>No action taken</p>

	<p>coordinating councils have processes completely separate from the TPRs.</p> <p>Several STAC members thanked DTR for getting out the NOFAs and other information to the transit agencies so quickly.</p> <p>Cliff Davidson asked why FASTER transit contracts have been stalled. Mark Imhoff answered that work is being held up while FASTER transit contract templates are developed, which he said would be a huge improvement long term.</p>	
Other Business	<p><u>Bill Moore, formerly of PACOG</u>: Vince Rogalski announced that Bill Moore has retired from PACOG.</p> <p><u>I-70 Signs</u>: DeWayne Findley asked why Western Slope signs along I-70 have a “wrinkly” look. No one present in the room at the time could answer his question.</p>	No action taken
	<i>The meeting ended at 11:20 a.m.</i>	